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BRITISH CRUISERS RUSHED TO SCENE

Warnings Flashed to All Allied Ships in Danger Zone.

(By Telegram to The Tribune.)

Boston, Oct. 8.—"All steps possible in the circumstances are being taken to deal with the situation."

This message was received to-night from the commander in chief of the British north Atlantic squadron at Halifax, N.S. It was in reply to a request for a statement by him.

Boston, Oct. 8.—While the German submarine U-53 is lying off Nantucket and torpedoing passing vessels, British war vessels of every description are reported to be steaming at full speed for the Rhode Island coast from every point on the Atlantic seaboard.

Meanwhile from Allied embassies and consulates along the entire coast warnings are being sent out to all vessels known to be approaching the danger zone from Europe and Nova Scotia. There was little doubt in the minds of the British officials here that the U-53 had begun a campaign of wholesale destruction against enemy merchantmen off the American coast. It was even thought that more than one submarine was operating off Nantucket.

Francis P. Leary, the British Consul here, sent a message to Halifax this afternoon asking what was being done to protect Allied shipping. The reply came that the British commander in chief of the Halifax station, which is directing the patrolling fleet, refused to make any statement at the present time.

It is reported on good authority, however, that British cruisers and patrol boats set out from Halifax as soon as the first news of the U-53's activities reached that port.

PRISONER USES KNIFE ON SING SING GUARD

Second Attack Brings Him Solitary Confinement.

"Whitey" Huber, a prisoner in Sing Sing, who, with two fellow convicts, attacked a guard two weeks ago for mistaking him when he took the wrong seat at the Saturday night movie show in the chapel, was placed in solitary confinement yesterday as a result of a second rebellion against the prison authorities Saturday night.

Huber again took a seat reserved for a man from the hospital, and when ordered to move by Deputy Sergeant-at-Arms Kelly whipped out a knife and stabbed the deputy in the head. Kelly was taken to the prison hospital, where he wound was sewed up.

WILSON'S LAXITY BLAMED BY T. R.

Raids Also Verify His Prophecies, Roosevelt Declares.

THREAT TO COAST PREDICTED IN 1908

"I Was Wise Before the Event; They Are Wise After," He Says.

"I was wise before the event; they are wise after the event."

Referring to a message he sent to Congress nearly nine years ago, Colonel Theodore Roosevelt, in discussing the sinking of six or more boats in American waters by the U-53, thus pointed again to the failure of the Wilson Administration in delaying action on submarine warfare.

"The Colonel, while he would not comment on the international complications involved or as to the attitude this country should take, until supplied with further details as to the number of American passengers involved, felt that it placed before the people more forcibly than any other thing could have done the situation in which the country would find itself if called upon to defend its shores."

"Until I know all the facts," he said, "it will be impossible for me to make a detailed statement."

"But," he added, pounding his desk vigorously, "you can say this for me: In every sentence I have ever uttered concerning the question of our international relations under the present Administration or concerning preparedness I meant every word, and they can be applied to this case."

"I wish they would turn back and read my message to Congress on April 14, 1908. I wish they would compare the prophecy I made then with what has come out now. The programme I then advocated is at last the programme they have begun to put into effect. I was wise before the event; they are wise after the event."

"And I wish, concerning what is in that message, my pacifist friends would study not only what I said about the need of preparedness, but also about our international relations."

Wilson to Blame for Raid by U-Boat, Perkins Says

The submarine attacks yesterday are the logical sequel to President Wilson's "settlement" of the submarine controversy, George W. Perkins declared last night. Mr. Perkins pointed out that at least one passenger liner was based here, and that the blockade against Germany was being sent out to all vessels known to be approaching the danger zone from Europe and Nova Scotia.

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Score of Ships Now in U-53's Zone, Many Carrying Munitions.

More than a score of steamships—passenger carriers and freighters—should now be in or approaching the zone of activity of the German submarine U-53. Some are bound to New York from foreign ports and others are eastbound out of this port, many of them heavily laden with munitions.

The following vessels left New York on Saturday:

Vessel.	Destination.	Registry.	Line.
PHILADELPHIA	Liverpool	American	American
KRISTIANIAFJORD	Bergen	Norwegian	Norwegian
ALANIA	Liverpool	British	Cunard

Vessel.	Destination.	Registry.	Line.
KANSAN	Genoa (Boston)	American	Am-Hawaiian
BELLA	St. John	British	British
AEON	Sydney, N.S.W.	British	British
ROSALIE	Queenstown	British	British
LILLE	Rouen	Norwegian	Norwegian
OTTAR	Havre	Norwegian	Norwegian

The following vessels sailed yesterday:

Vessel.	Destination.	Registry.	Line.
DANTE ALIGHIERI	Naples	Italian	Italian
AGHIOS GERASIMO	The Piræus	Greek	Greek
NEVADA	Sydney	British	British

The following vessels are due in New York to-day:

Vessel.	Port.	Registry.	Line.
ESPAGNE	Bordeaux	French	French
CAMERONIA	Liverpool	British	Anchor

Vessel.	Port.	Registry.	Line.
LINCOLNSHIRE	Havre	British	British
AGIOS GEORGIOS	Genoa	Greek	Greek
WIELDRICHT	Lisbon	British	British
BELGIER	M'stes	British	British

The following freighters are due in Boston to-day:

Vessel.	Port.	Registry.	Line.
BAY STATE	Liverpool	British	British
HESPERIDES	Montevideo	British	British
CITY OF NAPLES	San Francisco	British	British

The following freighter sailed from Boston yesterday:

Vessel.	Port.	Registry.	Line.
ISLE OF LEWES	Manchester	British	British

Venezuela and she gave heed. We shall not hesitate to tell her that the exercise of the belligerent right of visit and search upon American vessels chartered only for domestic trade, following their accustomed course from one American port to another, can be of no service to her and would be so distasteful to us that our deep anxiety, our anger even, would be removed only by an immediate discontinuance of the practice.

Germany has been deprived of her power of offensive on land. Her plight is desperate and daily growing more desperate. Her Kaiser and his ministers see the black shadow of defeat that ever comes nearer and nearer.

Yet by sending her a warship that vividly recalls to our memories the black crime of the Lusitania they run straight into the danger of estranging the one nation that can best serve them in that coming time when they will need a friend. The time for forbearance has passed. The people know that they can trust President Wilson to safeguard the rights and the interests of the country prudently and wisely, but firmly.

The Staats-Zeitung.

Although maintaining in port the silence of a sphinx, Lieutenant Captain Rose was not many hours before he availed himself of the opportunity of answering collectively all questions as to his mission on the side of the Atlantic. They were simple indeed, who thought that the German government was paying postage on routine correspondence with submarines of the latest and most expensive type. They knew now that it was not.

Yesterday morning's bag for the U-53, off Nantucket, was the British ship West Point, 2,412 tons gross; the British ship Strathdene, of the Red Cross Line, and some other vessels. It was hand, without loss of life, and attended by any of those invasions of our neutral rights which have so often called for prompt and drastic action by the government of the United States.

In case of the depredations of the U-53 the offense against the United States is immeasurably greater than any committed by British or French warships. These at no time went beyond search, and this was abandoned in response to the American protests. Now the Prussians bring war itself in its most hideous form to the vicinity of the shores of this land.

This cannot wait. It is the highest duty of the government of the United States to go to any length that may be necessary to put an end to this Prussian warfare in American waters, and without a day's delay.

The Times.

If the imperial German government is really bent upon arousing again among the American people the dangerous state of feeling that possessed them after the destruction of the Lusitania, it has chosen a method perfectly adapted to that end.

We once warned her away from an undertaking of menace against

U-BOAT MAY SLOW UP SOMME DRIVE

Allies Depending on U. S. Munitions, Says Military Expert.

An authority on American and European military and naval affairs, who declined to permit the use of his name, declared last night that Germany's U-boat campaign, if directed against munitions carriers, might slow down materially the great drive in progress on the Somme.

"There has been a steady increase in American shipments of munitions ever since the war began," he said, "and today we are sending over more than before. Germany is desperate, and the chance to undertake and torpedo a munition ship near our coast is much greater than at sea. In addition to the transatlantic liners, coast liners operating between Canada and this country can be torpedoed. On this coast, too, ships are travelling without naval escorts, and can be more easily approached."

"In addition to munition ships, transports bearing thousands of Canadian troops are constantly leaving this shore. It would be of greater advantage to destroy one of these ships than it would to attack a freighter loaded with explosives, and a submarine would have a greater opportunity of meeting them in western waters."

British Ships Delay Sailing.

Baltimore, Oct. 8.—Foreign outgoing shipping has been practically paralyzed. Seven British steamers which cleared Saturday were still tied up to-night, and their captains said they had been ordered to stay until told to leave by the consignors.

The San Antonio, sailed for Genoa. There are probably forty British steamers here loading.

ALLIES FACE NEW PERIL AT SEA, VIERECK SAYS

Germany Is Helping U. S. Break Blockade, He Declares.

"The coming of the U-53 to American waters marks the beginning of a new phase of submarine warfare," said George Sylvester Viereck, editor of "The Fatherland," last night. "Her appearance will cost the Allies a pretty penny in increased insurance rates, and should put an end to the shipment of munitions to England from the United States."

Mr. Viereck declared that nothing would please the American people more than for the German submarine to torpedo every English cruiser "prowling in our harbor."

"Since our own protests against this unlawful practice of England have been impotent," he said, "the most logical course was to turn to Germany for relief. The blockade of Germany is fictitious, useless, illegal and indefensible; the blockade of America by England is real, indeed. We may safely trust to Germany to break both."

ANOLA PRECITAL

This Afternoon at 3 o'clock Opening of Season Artists FRIEDA KLING Contralto ROBERT GOTTSCHALK Tenor DION W. KENNEDY at The Organ GERARD CHATFIELD at The Piano AEOLIAN HALL 39 West 42d Street Admission Without Charge

STEAMERS SAIL, DEFYING RAIDER ON RAIDER'S TRIP

No Departure from This Port Cancelled Because of Attacks.

CUNARDERS ARMED, DECLARES OFFICIAL

Will Not Change Schedules, Companies Say—Insurance May Go Up.

Despite the torpedoing of six merchant steamships by a German submarine off Nantucket yesterday no cancellations in departures were made by any of the steamship lines in this city.

The sinking of British vessels was received among steamship men yesterday with no particular concern, but amazement was expressed over the destruction of the Swedish freighter Christian Knudsen and the Dutch freighter Bloemendyk.

"Why should we cancel any of our sailings?" said a representative of the Cunard Line yesterday when questioned. "We take our orders from the home office, and no orders to change schedules or to withhold vessels have been issued. I doubt if there will be any such order."

"This U-boat activity off Nantucket is nothing new to the British Admiralty or the British steamship lines. They have had the submarine trouble much worse over there than it could possibly be here, with one submarine working on this coast."

Alania, Armed, Sails.

"The best answer as to how much we fear a German submarine was the departure of our steamship Alania Saturday night at 5 o'clock. We knew then that the U-53 had arrived and departed from Newport, but we did not hold the Alania. She is armed with a four-inch gun and an experienced crew, and we feel reasonably sure that following their accustomed course from one American port to another, she will be able to hold our own against any of these undersea boats."

The French Line, the Holland-America Line, the four Italian lines, the international Mercantile Marine Company, which includes the White Star and American lines, the Scandinavian-American, the Norwegian-American, the Fabre, the Lamport & Holt and the Booth lines will make no changes in their schedules unless ordered by the home offices.

A representative of one of the British lines said yesterday the British Admiralty has ordered the British companies to change their schedules and courses of the vessels and that the Admiralty probably would be able to handle the situation on this coast in an expeditious fashion that no cancellations would be necessary.

Met Same Fate as Sister Ship.

H. C. Blackinton, manager of the Furness Withy Company, Limited, owners of the West Point, which was torpedoed south of Nantucket, said the vessel was in command of Captain F. J. Harnden and carried a crew of about thirty-five men.

The West Point was a vessel of about 7,000 tons gross register," he said, "and carried a general cargo worth about \$100,000. About a year ago the South Point, a sister ship to the West Point, was torpedoed at the entrance of the English Channel. I have wired the commandant of the naval station at Newport to advise me as to the needs and condition of the crew."

Captain James Walker, who was formerly in command of the West Point, is now skipper of another sister ship, the Cornish Point, which is tied up at the Furness Line pier, at Forty-sixth Street, Brooklyn. He said last night it was probable that some Americans among the crew of the West Point. There were two on the Cornish Point, he said, and there were some on most ships of the line.

Captain W. H. H. thought it highly improbable there were any passengers. There were accommodations for only four or five, he said, and few had been carried since the war began.

The Cornish Point is waiting to take on a cargo for England. It is Captain Walker's first trip to a United States port since he left the West Point, as for eighteen months his ship had been carrying troops from Canada to Great Britain and from Great Britain to France.

The West Point is the fifth U-boat victim in the Furness Line fleet.

May Have Carried Contraband.

The Strathdene, which also was sunk by the U-53, was under charter to the French Line and was bound for Bordeaux. She left port at 6 a. m. Saturday, and while en route with munitions carried a cargo believed to be contraband.

The chief concern expressed by steamship men yesterday was the likelihood of a sudden rise in the insurance rates for ships and cargo, due to the increased risk caused by the activity of the German submarine on this coast. Such a rise is expected, and it is believed will be maintained until the Admiralty eliminates the menace of the submarines.

Relief was expressed late last night that the Cunard Line Alania was beyond the zone of danger. It is reported her course was changed after clearing Fire Island Lightship and that by heading well to the southeast and off the regular eastbound lane she avoided the submarine.

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Registration Begins To-day; Ends Saturday

This is registration week. Beginning to-day and including Friday, registration places will be open to voters every afternoon from 5:30 to 10:30 o'clock. On Saturday, October 14, the registration booths will be open from 7 a. m. to 10:30 p. m. Saturday will be the last opportunity for registration. Every man has to register to vote in the coming elections.

NEW JAPANESE PARTY STANDS FOR DEFENCE

Motono Accepts Foreign Portfolio in Terachi Cabinet.

Tokio, Oct. 8.—It is understood that Viscount Kato, leader of the majority group in the House of Representatives, has declined to support Lieutenant General Terachi in his effort to form a Cabinet. The Seiyukai, or Conservative party, however, is expected to take a neutral position.

Viscount Ichiro Motono, Japanese Ambassador to Russia, has accepted the foreign portfolio in the new Cabinet.

A new party, named the Kyodokai, or Cooperative Constitutional party, has adopted a platform pledging the propagation of constitutionalism, the strengthening of the national defence, the development of education and industry, and the improvement of local self-government, social and financial systems.

Marquis Okuma has refused the presidency of the party.

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